

Mr. Chairman, I yield 2 minutes to the gentleman from Connecticut (Mr. GEJDENSON).

Mr. GEJDENSON. Mr. Chairman, I want to commend the chairman and ranking member for moving quickly. This is a critical time in our relationship with the European community, because the ground rules are just being established, and if the United States sits back as the Europeans close up this very important market for us, protecting and nurturing their own markets, we will find it will not just be in aerospace, it will be in every other sector. Any time the Europeans have a problem, whether it is exports of grain or beef or technology, they will come up with some new standard that their companies have already reached or have been advance notified, and American companies will be locked out.

This administration and this Congress have to be tough and hard on this issue because, as we begin the relationship with a unified Europe, if they get the sense that they can shut out American products without paying a price, every worker and every company in America is under threat.

Mr. Chairman, again I commend the ranking member and the chairman for taking this swift action.

Mr. OBERSTAR. Mr. Chairman, I yield myself 30 seconds.

I totally concur in the splendid statement of the gentleman from Connecticut (Mr. GEJDENSON). After all, Europe is where they invented the Hanseatic League, cartels, and they know how to control markets. This is a message to Europe: "You're not going to do it in aviation."

Mr. Chairman, I have no further speakers, and I yield back the balance of my time.

Mr. SHUSTER. Mr. Chairman, I yield myself such time as I may consume.

I would emphasize indeed it is the gentleman from Minnesota (Mr. OBERSTAR) who provided the leadership in moving this bill forward, and so I am very happy to be supportive of his initiative, but he is the one that really deserves the credit for this.

Mr. BAIRD. Mr. Chairman, I rise today in strong support of this legislation, and I would like to thank the distinguished Chairman and the ranking member for giving members the opportunity to express their concern about this situation.

At a time when the United States has advanced measures to reduce trade barriers and open doors to the global marketplace—and while the European Union has done much of the same—we're facing the passage of a new European Union regulation to limit the fair trade of aircraft.

The regulation will have the effect of targeting the resale of U.S. aircraft that already meet International noise standards. And one of the most frustrating aspects of this initiative, common position 66/99, is that some of the aircraft banned under that regulation are quieter than some that are permitted to be sold.

The regulation would prohibit the purchase of aircraft, from non-EU nations, that have been re-engined with a "hushkit" to meet

internationally-established noise standards agreed upon by the International Civil Aviation Organization.

And the regulation, which is presumably designed to reduce environmental noise, will allow purchases of aircraft with the same level of noise emissions that are already owned by EU operators.

This type of gerrymandered regulation is a step backward in our efforts to promote international cooperation and a freer flow of trade, and may actually be a violation of some bilateral air service agreements between EU member states and the U.S.

If the rule is adopted, U.S. manufacturers, airlines, and leasing companies stand to lose billions of dollars—and the impact on U.S. aviation workers will be substantial.

I've heard estimates that the EU rule could result in job reductions as high as 16 thousand at impacted airlines and engine manufacturers.

The U.S. can't stand by and watch as the EU unilaterally takes steps with this wide of an impact on U.S. airline, machinist, and aerospace workers.

H.R. 661 is an appropriate response to an unfair barrier, and I strongly support its passage.

Again, I thank the Chairman and the Ranking Member for their efforts and I urge my colleagues to support this legislation.

Mr. FROST. Mr. Chairman, I rise to express apprehension regarding the passage of H.R. 661. This bill, which bans the Concorde from operating in the United States, was introduced to deter the European Union (EU) from adopting a proposed regulation that would limit the use of hushkitted aircraft in Europe. American companies are worldwide suppliers of hushkits, which are fitted on older aircraft to reduce their noise level to meet worldwide noise pollution standards. The EU regulation discriminates against U.S. companies, and will cost American industry millions of dollars in losses. I strongly oppose the EU's regulation to restrict hushkitted aircraft, and support efforts to propel the EU to reassess their hushkit regulation.

Last week, the EU did just that. The EU decided to postpone its decision on banning hushkitted aircraft until the end of March 1999. Originally, the EU was scheduled to pass the regulation on March 9, 1999. This delay gives U.S. negotiators a chance to make our case to the EU, and us a chance to carefully consider a reasoned and appropriate U.S. response if one proves necessary. I have some concerns that this particular proposal is neither effective nor risk free for U.S. interests.

Mr. SHUSTER. Mr. Chairman, I yield back the balance of my time.

The CHAIRMAN. All time for general debate has expired.

Pursuant to the rule, the bill is considered read for amendment under the 5-minute rule.

The text of H.R. 661 is as follows:

H.R. 661

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

**SECTION 1. COMMERCIAL OPERATION OF SUPERSONIC TRANSPORT CATEGORY AIRCRAFT.**

If the European Union adopts Common Position (EC) No. 66/98 as a final regulation or adopts any similar final regulation, the Secretary of Transportation shall prohibit, after

such date of adoption, the commercial operation of a civil supersonic transport category aircraft to or from an airport in the United States unless the Secretary finds that the aircraft complies with stage 3 noise levels.

The CHAIRMAN. During consideration of the bill for amendment, the Chair may accord priority in recognition to a Member offering an amendment that he has printed in the designated place in the CONGRESSIONAL RECORD. Those amendments will be considered read.

The Chairman of the Committee of the Whole may postpone a request for a recorded vote on any amendment and may reduce to a minimum of 5 minutes the time for voting on any postponed question that immediately follows another vote, provided that the time for voting on the first question shall be a minimum of 15 minutes.

Are there any amendments to the bill?

If not, under the rule the Committee rises.

Accordingly, the Committee rose; and the Speaker pro tempore (Mr. FORBES) having assumed the chair, Mr. BURR of North Carolina, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H.R. 661) to direct the Secretary of Transportation to prohibit the commercial operation of supersonic transport category aircraft that do not comply with stage 3 noise levels if the European Union adopts certain aircraft noise regulations, pursuant to House Resolution 86, he reported the bill back to the House.

The SPEAKER pro tempore. Under the rule, the previous question is ordered.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

**GENERAL LEAVE**

Mr. SHUSTER. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks in the RECORD on H.R. 661, the bill just passed.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

**PEACE CORPS ACT  
AUTHORIZATION**

The SPEAKER pro tempore. Pursuant to House Resolution 83 and rule XVIII, the Chair declares the House in the Committee of the Whole House on the State of the Union for the consideration of the bill, H.R. 669.

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IN THE COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the